

The need for improved access between the Project Corridor and regional job centers was documented in the following technical report: The Socio-Economic and Land Use Impacts of the Proposed I-355 Extension, October 2000 (Appendix A). Section II, of this report found:

1. The Project Corridor is located in an area deficient in jobs.
2. Primary job centers for Project Corridor labor exist within the Chicago central area and eastern DuPage and northwest Cook Counties.
3. Regional job growth has shifted from the Chicago central area to northwest Cook County, particularly the vicinity of O'Hare Airport, which includes its nearby suburbs. This growth has resulted in a shift in the region's job center from the Chicago central area to O'Hare Airport and its nearby suburbs.
4. A transportation system improvement is needed to improve mobility between the Project Corridor and suburban job centers within western Cook and DuPage Counties.

The performance of the project Alternatives in improving Project Corridor access to these suburban job centers was analyzed. Travel time was the performance measure.

Travel Time Analysis

The travel time analysis reviewed CATS year 2020, 7-9 am peak period travel times from the south end of the Project Corridor to eight primary suburban job centers representing the greatest surplus of jobs accessible to the corridor. Exhibit 3-8 locates these job centers. Each job center destination is color-coded and corresponds to the percent travel time reduction listed under the like color column headings in the accompanying table. Table 3-2 summarizes the overall average travel time savings by Alternative in rank order.

Overall, average travel time saving was defined as the average percent travel time saving over the No-Action Alternative for the year 2020 for travel from the Project Corridor to eight suburban job centers. The travel time analysis ranked the Tollroad/Freeway Alternative as achieving the greatest overall reduction in travel time between the Project Corridor and suburban job centers. The analysis found travel times to suburban job centers to be 20 percent lower on average for the Tollroad/Freeway Alternative compared to 2020 No-Action. The Tollroad/Freeway Alternative reduced overall travel time to regional job centers by 33 and 185 percent over the Lemont Bypass and Enhanced Arterial Alternatives, respectively.

Table 3-2 Percent Travel Time Reduction from the 2020 No-Action for Travel Between Residential/Job Centers	
Alternative	Average Percent Travel Time Reduction
Tollroad/Freeway Alternative	20
Lemont Bypass Alternative	15
Enhanced Arterial Alternative	7

The Tollroad/Freeway Alternative achieved the greatest net travel time savings due to efficiencies gained by providing: 1) a direct route for north/south travel; 2) a facility built